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POLICY - TAXICAB - FARES

JUL 13 1949

MEMORANDUM FOR: CHIEF, CONFIDENTIAL FUNDS BRANCH

SUBJECT: Use of Taxicabs in Washington, D. C.

REFERENCE: (a) CFB Memorandum of 23 June 1949 to Budget Officer and General Counsel, same subject.

1. This office concurs, in general, with your statement in paragraph 2 of Reference (a) to the effect that claims for reimbursement for taxicab fares should be justified on the basis of security and expediency. In certain instances, however, the regulations should permit justification for taxicab fares on the basis of expediency alone.

2. With regard to security as a justification for reimbursement for such claims, it would appear that the mere statement that the taxicab was used for a covert meeting or mission would be sufficient. Motor pool vehicles, even with D. C. licenses, cannot be used on a truly covert mission for the reasons that license plates may readily be traced and, in all instances, the use of an easily recognizable Government chauffeur immediately identifies the vehicle as an official instrument of the Government.

3. Your statement in paragraph 5 of Reference (a) would seem to constitute ample justification for the use of taxicabs on the basis of expediency alone, and cognizance should be taken of this fact in the formulation of the requested policy statement on this subject.

a. When time is of the essence it is often impossible to await the arrival of a motor pool vehicle even though security may not be a factor in the particular mission. Admittedly, appointments should be scheduled to permit the use of Government transportation, but in some cases meetings simply cannot be controlled by CIA officials. On such occasions claims for taxicab fares should be honored on the basis that no Government transportation was available.

b. In certain other cases it must be recognized that it is more efficient and economical to authorize the use of taxicabs than to insist on the use of motor pool or public facilities. Particularly is this true when responsible senior officials attempt to return to their offices from

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official appointments elsewhere. Delays involved in the use of public transportation or in awaiting a vehicle from the motor pool are certainly more costly than the small taxicab fare that is usually incurred under such circumstances. This is all the more true when several officers might be involved on a particular trip.

4. While it is recognized that suitable controls must be exercised in the use of taxicabs, it is hoped that the policy that is finally enunciated on this subject will be sufficiently liberal to permit the exercise of judgment on the part of the certifying officers regarding the propriety of allowing such claims on the basis of security, expediency or economy.

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Assistant Director for  
Policy Coordination

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